

NOTICE OF PUBLIC MEETING & AGENDA

TRAFFIC SAFETY COMMISSION

7:00 p.m., Monday, March 8, 2010

Public Safety Building, 401 E. Third Street, Newberg, OR

"Mission Statement: To give the citizens of Newberg a forum to voice traffic safety concerns, evaluate related issues, provide a liaison with the City and promote traffic safety within the community."

1. **CALL MEETING TO ORDER:**

- A) Review and approve minutes of February 8, 2010

2. **COMMUNICATIONS FROM THE FLOOR:**

3. **NEW BUSINESS:**

- A) TSC-10-005: First Street around 2nd Way – Hidden driveway caution sign

4. **OLD BUSINESS:**

- A) TSC-09-015: 3rd and Chehalem Streets – Request for reconsideration of decision
- B) TSC-09-012: 3rd Street west of Airpark Way – Response to homeowner's question
- C) TSC-10-003: Emma at Creekside – STOP sign on Emma
- D) TSC-09-010: Vittoria Way – Post-installation review

5. **STAFF REPORTS - GENERAL INFORMATION:**

- A) Police Update
- B) Engineering update
- ARRA Pavement resurfacing – ODOT opened bids on 2/11/2010
 - Second Street – open bids on 3/11/2010
 - City Center Revitalization – Open bids on 3/4/2010

6. **ADJOURN TO NEXT MEETING:** April 12, 2010

ACCOMMODATION OF PHYSICAL IMPAIRMENTS:

In order to accommodate persons with physical impairments, please notify the City Recorder's office of any special physical accommodations you may need as far in advance of the meeting as possible, and no later than 48 hours prior to the meeting.

To request these arrangements, please contact the city recorder, at (503) 537-1283.

For TTY service please call (503) 554-7793

Posted: February 25, 2010

TRAFFIC SAFETY COMMISSION MINUTES
7:00 p.m., Monday, February 8, 2010
Public Safety Building, 401 E. Third Street, Newberg, OR

"Mission Statement: To give the citizens of Newberg a forum to voice traffic safety concerns, evaluate related issues, provide a liaison with the City and promote traffic safety within the community."

A Work Session was held prior to the meeting. General discussions occurred and were digitally recorded; topics included appropriate email use, brochure development, ACTS Oregon Mini Grant, Website Development and Photos, and Flagging for Street Crossings. No decisions were made.

Members

Present:	Chair Michael Simpson	Vice-Chair Jennifer Dawson	Doris Brandt
	Lesley Woodruff	Neal Klein	Dianna Cotter
	Ron Johns	James Oravetz	

Members

Absent: Ronald Sult (excused)

Staff

Present:	Paul Chiu, Senior Engineer	Mary Newell, Support Services Manager
	Tim Weaver, Police Sergeant	Jennifer Nelson, Recording Secretary

Others

Present: Joseph R. Clements, Ray Griffin, Charlotte Pederson, Troy Garrett, Mart Storm, and Councilor Bob Larson

CHAIR MICHAEL SIMPSON CALLED THE MEETING TO ORDER AT 7:03 PM.

A) Review and approve minutes of January 11, 2010

MOTION #1: Brandt/Dawson to approve the Traffic Safety Commission Minutes for January 11, 2010 as amended. (8 Yes/0 No/1 Absent [Sult]) Motion carried.

COMMUNICATIONS FROM THE FLOOR

Mr. Joseph Clements asked about the possibility of installing a guardrail in front of his home to prevent vehicles coming onto his lawn and damaging his property. Staff discussed the issue with him and directed him to discuss this with the Oregon Department of Transportation (ODOT) as they have jurisdiction.

DISCUSSION

A) TSC-10-002: Explore exit closure at First and Morton at Hwy 99W

TIME – 7:10 PM

Chair Simpson informed citizens present that no decisions have been made and this discussion was to just for community feedback and exploration of the possible closing of First Street at Morton Street at Hwy 99W.

Mr. Paul Chiu, Senior Engineer, presented the staff report, familiarizing the citizens and members of the area in question and the suggestions to remedy (see official meeting packet for full report).

Mr. Ray Griffin stated a lot of people use this road as a way to beat traffic on 99W to Dundee. He felt it was safer though for drivers to veer off of 99W onto First Street rather than stopping on 99W to turn onto 2nd Way. He spoke of a business being there with parking blocking the view of oncoming traffic from 99W onto First Street and suggested no parking on the east side of Morton Street.

Mr. Clements said he was against the closing of Morton Street and he requested a stop sign on 2nd way and first because he has had close calls with speeding vehicles when backing out of his driveway.

Ms. Charlotte Pederson mentioned that there used to be white lines painted with crosswalks at this intersection as well as a "stop ahead" sign between Morton Street and the auto body shop there. At some point those stop lines and crosswalks were removed with improvements and never repainted. She also suggested placing barriers to prevent traffic going west on 99W cannot turn onto 2nd Way, but still allowing traffic to turn left from 2nd Way onto 99W.

Mr. Troy Garrett spoke of people accelerating once they come off of 99W onto First Street and blowing through the stop sign at the intersection. He felt for some reason they are just not seeing the sign in time. He agreed with reinstalling a "stop ahead" sign and the white stop lines and crosswalks as well as more police monitoring. He added he has a three-year-old he does not let play outside because it is too dangerous. He wasn't sure if closing off the road would change the amount of traffic dodging traffic to Dundee.

Mr. Mart Storm commented that Sunny Crest Drive often feels like the bypass and that the stop sign on 2nd Way needs to be highlighted somehow. He felt putting a stop sign on 2nd Way would be a bad idea because cars would get stacked up coming from 99W and because it is inefficient to those needing to go around to get to Morton Street. He felt only allowing eastbound traffic to Morton Street from 99W/First Street exit would be better.

Mr. Garrett agreed with somehow blocking the area off, but he did not think it would help his business. He also did not think it would stop the pedestrian traffic.

Commissioner Lesley Woodruff asked if narrowing First Street or 2nd Way may help slow down or calm the traffic.

Chair Simpson did not favor this idea because it creates problems for emergency vehicle access.

Commissioner Neal Klein said he suggested the idea of closing First Street and did not realize there would be a lot of opposition or other issues revealed. He said he was still in favor of closing it and did not think an earlier suggestion to create a roundabout would be practical. He just wished to find a way to make this area more neighborhood-like instead of a speedway and he was curious as to the inconvenience of it.

Discussions followed about lighting and creating a cud-de-sac and the effects on the businesses present in the area. All members did agree they were against closing off Morton Street and using Main Street to go around.

OLD BUSINESS

A) TSC-09-014: Stop sign request for 2nd Way at W. First Street

TIME – 7:12 PM

This item was heard out of agenda order.

Mr. Chiu presented staff report summarizing that Mr. Clements requested stop sign at 2nd way and First Street and reviewed traffic data that shows a heavy increase of traffic in the area during rush hour. He spoke of the need to have at least 200 feet of “storage” distance from the stop sign and 99W and recommended not installing a stop sign there because there is only 125 feet available from the intersection and traffic coming off of 99W, which is much less than the minimum required. He was concerned a stop sign would create a back-up with some 400 cars traveling through there during rush hour (see official meeting packet for full report).

Commissioner Klein asked if rumble strips would be a feasible solution instead. Staff replied they do not make people slow down, they only create noise to alert drivers of danger ahead; rumble strips would really only be more of an inconvenience to the neighbors as they would be hearing cars going over them all night.

Chair Simpson suggested a “Yield to neighborhood traffic” or “Dangerous intersection ahead” sign. Staff felt signs like this would only be effective when they are placed in an area that commands respect so they can be seen and obeyed; he did not feel there was enough distance in between for this to happen and felt it could lead to signage overload.

Commissioner Jennifer Dawson asked about yellow flashing lights to warn of the dangerous intersection for vehicles coming off of 99W. Staff said it could help to some extent but he felt refreshing the white painted stop bars on the pavement would be more effective, so drivers on the downgrade can look ahead and see that a stop sign is coming up.

Commissioner Woodruff stated she really likes the idea of something physical being done, like the rumble strips and asked if there was something like rumble strips but maybe a step down without as much noise. Staff spoke of different kinds of rumble strips, ones with small humps and reverse ones where grooves are made in the pavement; but, he said that both versions can be quite noisy.

Commissioner Ron Johns asked what the speed limit is in the area. Staff replied it is posted at 25 mph on First Street and 30 mph until the bridge; there are also yellow signs that say right turn slow to 15 mph for the curve.

Mr. Garrett commented that the traffic data was collected on October 20th and he thought another survey should be done during the summer when there are more hours of daylight and more activity; he thinks the traffic counts would be even higher and the speeding averages greater as well. Staff agreed it could be different but traffic patterns in the summer are also different because of other factors, such as no school and working less; he did agree that it would be interesting to collect data for comparison though.

Commissioner Klein asked if there were any other traffic studies completed for this area. Mr. Chiu said he would have to do some research but there may not be because it is such a short length of road.

Commissioner Dianna Cotter spoke of increasing patrols in the area to see if it impacts the flow and speed.

MOTION #2: Woodruff/Klein to NOT approve the **TSC-09-014** request for a stop sign on 2nd Way at W. First Street. (8 Yes/0 No/1 Absent [Sult]) Motion carried.

Chair Simpson also directed staff to reinstall the white painted stop bars in the street and crosswalks at westbound corner of First Street and at the bottom of 2nd Way.

Mr. Chiu had some concerns about the installation of a crosswalk at an uncontrolled intersection because of the potential situation where crossing there puts a pedestrian in danger with short reaction times from oncoming traffic. When a crosswalk is installed pedestrians assume they can take the lead and traffic will respect their right of way, he felt this could be dangerous and suggested installing only the stop bars for now.

Chair Simpson understood his point but argued crosswalks help highlight the area for drivers and give pedestrians a sense of something physically calling to the attention of the drivers other than their own bodies.

Ms. Pederson commented that drivers have made comments to her while walking that she is not supposed to cross where crosswalks are unmarked because they don't realize you can and they don't look for people to be doing so.

Commissioner James Oravetz also agreed that unmarked crosswalks are disrespected by drivers and any visible sign to draw attention to drivers that pedestrians may be crossing an area tends to slow vehicles down.

Commissioner Johns agreed with staff and stated he was not sure if they should be promoting pedestrian traffic there and installing a crosswalk may encourage people to cross. He suggested painting letters that say "Slow" on the street.

Chair Simpson discussed the possibility of an oversized sign warning drivers of a stop ahead. Staff said the size of the sign depends on the posted speed limit and he would have to research that matter.

Mr. Tim Weaver, Police Sergeant, spoke of the area being unimproved and heavily traveled and suggested looking into something more reflective for the stop sign that is there as well as the stop bars in the pavement.

Chair Simpson directed staff to refresh the stop bars and reinstall the "stop ahead" sign on west First Street that was previously there before road improvements removed them. He also discussed with staff the possibility of installing a "Hidden Driveway" sign for drivers coming around the corner from 2nd Way, turning onto First Street to prevent collisions with Mr. Clements as he comes out of his driveway. Staff said he would work with Mr. Clements on finding a good location for that and noted painting would not occur until the weather is dryer.

Chair Simpson recessed at 8:37 PM and reconvened at 8:50 PM.

NEW BUSINESS

A) TSC-10-003: Stop and No Outlet sign request for Emma at Creekside

TIME – 8:50 PM

Mr. Chiu presented the staff report recommending the stop sign but not the “No Outlet” sign because it is at the end of a public street and there is not a lot of room for a sign there (see official meeting packet for full report).

Discussions followed as to why a sign would not be effective because of the minimal distance and how deceiving the area is at night when it appears that drivers can keep going. It was mentioned that the problems should alleviate when the house is built because drivers will not accelerate when they see a house directly in front of them instead of a driveway that appears to be continued road.

MOTION #3: Brandt/Dawson to approve **TSC-10-003** to install a southbound stop sign on Creekside Lane at Emma Lane and denying the request for a “No Outlet” sign request for Emma at Creekside according to the staff recommendation. (8 Yes/0 No/1 Absent [Sult]) Motion carried.

STAFF REPORTS - GENERAL INFORMATION

A) Police

Sergeant Weaver gave updates on a new officer and services being provided in Dundee. He also discussed the process of warrant retrieval from a judge for DUI stops.

B) Engineering

Mr. Chiu gave updates on final construction drawings and specifics for the Hwy 219 improvements. He said ODOT is reviewing the plans for the right in, right out intersection at 219 and 2nd Street, if it is approved and the developer has the funds for construction it could be put through ahead of 2nd Street project. He gave updates on the Downtown Revitalization demonstration block by College Street and 3rd with proposed improvements for pedestrians and bicycles. He also spoke of the areas to be improved by monies to be received through ODOT for grinding and resurfacing.

C) Items from Commissioners

None.

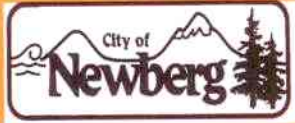
ADJOURN TO NEXT MEETING

The meeting adjourned at 9:29 PM until March 8, 2010.

Approved by the Newberg Traffic Safety Commission this 8th day of March, 2010.

Jennifer L. Nelson
Recording Secretary

Michael R. Simpson
Traffic Safety Commission Chair



**Public Works Department
Engineering Division**
Lower Floor, City Hall
414 East First Street, Newberg, Oregon 97132
Mailing: P.O. Box 970, Newberg, Oregon 97132
Tel: 503-554-7705 Fax: 503-537-1277

MEMORANDUM

Date: February 23, 2010

To: Newberg Traffic Safety Commission

From: Paul Chiu, PE, Senior Engineer *Paul Chiu*

Cc: Howard Hamilton, Public Works Director

RE: TSC-10-005
604 W. First Street east of Second Way

Background

Traffic Safety Commission (TSC) met on February 8, 2010, and denied a STOP sign request filed under TSC-09-014 on Second Way at the intersection with W. First Street after considering public testimonies and the staff report.

TSC, however, has asked Engineering staff to provide a report for the next meeting on how to make it easier for Mr. Joseph Clements to pull out of his driveway on 604 W. First Street, which is around a tight corner from Second Way.

Investigation

Staff investigated the site. The driveway is not on the corner, is not hidden, and is in plain view. It is located 80 feet east of the intersection, which is 1/3 of a block from the intersection. Photos of the intersection and the driveway are attached so that we can all see what is actually out there.



Northbound on Second Way



East view of W. First Street

"Working Together For A Better Community-Serious About Service"

Filename: Memo_TSC-10-005 Hidden Drwy on 1st St around 2nd Way_EngRecom



West view of W. First Street

Discussion & Conclusion

To erect a sign to caution drivers on Second Way about a driveway on First Street that is neither obscured nor hidden, and *not on the same street* will set an unnecessary precedent of placing signs for any private driveways regardless of the driveway locations. Additionally installation of a sign that is *discretionary* and *not applicable to all drivers* will be a distraction to drivers and will not be viewed in the 100 foot long Second Way as drivers exit Highway 99W with speed, and have to focus on traffic rather than signs.

If a sign would have to be placed on Second Way, it would have to be behind the existing sidewalk. But because of the vehicle speed, the angle and the fact that Second Way is short, the sign would not be visible unless it is placed at the corner, further obstructing drivers on W. First Street as they approach the intersection.

Any verbiage on the sign would not be read in the extremely short time visible as they also have to concentrate on the intersection, the traffic, and pedestrians in that same time period. A sign such as the following on the northbound lane of Second Way would be very inappropriate.



The right turn onto West First from Second Way is greater than 90 degrees, which requires vehicle to slow down to less than the required residential speed of 25 MPH.

Our conclusion is that we shall not misapply the sign based on the requirements of the Manual on Uniform Traffic Control Devices (MUTCD). If you have questions, please feel free to contact me. Thank you.

"Working Together For A Better Community-Serious About Service"

Filename: Memo_TSC-10-005 Hidden Drwy on 1st St around 2nd Way_EngRecom

PETITION FOR APPEAL

Newberg Traffic Safety Commission

Due to the short notice and prior commitment I was not able to attend the (TCS) meeting on January, 11 2010. I don't understand how a simple complaint from a garbage truck driver can eliminate the parking in front of my home. People have been parking on this street for 50 years. I myself have been parking here for 10 years. Nothing has changed except the city's equipment. When the city planners put this street in, they did a poor job of designing the street. A) the width & B) the sharp corner. I believe they have an obligation to fix both of these problems and not put this burden on the property owner and not devalue my property by eliminating my only street parking.

I would also like to point out that it appears that I have been unfairly singled out by whoever started this attempt to take my only on street parking away from me and only me. No other property owners in Newberg have been asked to eliminate their parking for this same reason. This problem exists in many other places within Newberg as well. For example in the picture that you sent me, to show where you plan to eliminate my parking, there is a man standing and directly behind him on Chehalem street the exact same scenario would occur, if someone were parked there any large vehicle would not be able to make the corner. How come they are not eliminating their parking as well? I have not gone around town and looked for other property that fit this same scenario but I am sure they are out there. One last thing I would like to point out is in the letter you sent me it states that "If two or more owners request a public hearing, a special public hearing shall be scheduled." I am the only person affected by this complaint and having their parking eliminated. Who should I get to request this meeting? And who qualifies? I would like to request a special public hearing and would ask for sufficient notice as such.

I would also like to ask that after all these years, why is this now a problem? One more question I have is does this street meet the minimum requirements for Fire Truck access? What is the code? If not, who is responsible for making the street safe for the residents who live here in case of fire? The property across the street from my property has tire tracks crossing over the grass from vehicles attempting to make this corner, especially from the Garbage truck, even when there are no cars parked on the street. If my vehicle is no longer parked there, how will this prevent him from hopping the curb? What if there are children there, playing in the lawn, will they be safe? How will my not parking here solve this problem? If someone is parked in front of my neighbor's home, the trucks will still not be able to make this corner. Has the city eliminated parking on that street as well? Many questions have not been brought to light here that I believe need consideration.

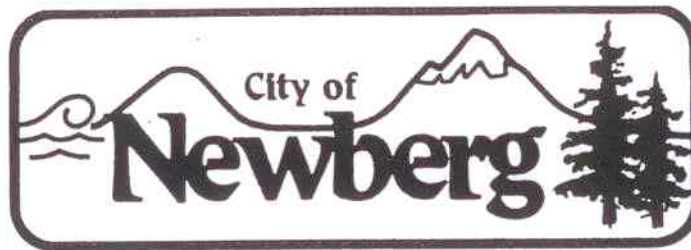
Respectfully,

Rodney H Rider



Paul Chiu
Sr. Engineer
503.554.1751

Tim Weaver
Sergeant
503.538.8321



414 East First Street
PO Box 970
Newberg, OR 97132

January 28, 2010

Dear Property Owner:

RE: Limited Traffic Decision (File #TSC-09-015)

The Traffic Safety Commission (TSC) at their meeting on **January 11, 2010**, made a Limited Decision to:

Eliminate parking on the north side of Third Street from the driveway at 1115 E. 3rd Street to the driveway at 300 S. Chehalem Street.

The proposed work is shown on an attached exhibit. You are notified as an adjacent property owner that you may request a public hearing on this Limited Traffic Decision by submitting written comments within fourteen (14) days of the date of this letter to:

Newberg Traffic Safety Commission
P.O. Box 970, 401 E. Third Street
Newberg, OR 97132

If two or more owners request a public hearing, a special public hearing shall be scheduled. If a public hearing is scheduled, a public notice shall be made and a written notice to adjacent property owners shall be given. Those persons submitting a written response at the public hearing may appeal the final decision of the Commission to the Newberg City Council.

For your assistance, §32.27 of the Newberg City Code, outlining the appeal process, is enclosed. Please call (503) 537-1221 if you have questions or require additional information. Thank you.

Sincerely,

Mary Newell
Support Services Manager
Newberg Traffic Safety Commission
(503) 537-1221

Enclosures
c: Newberg Public Works

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TSC-09-015

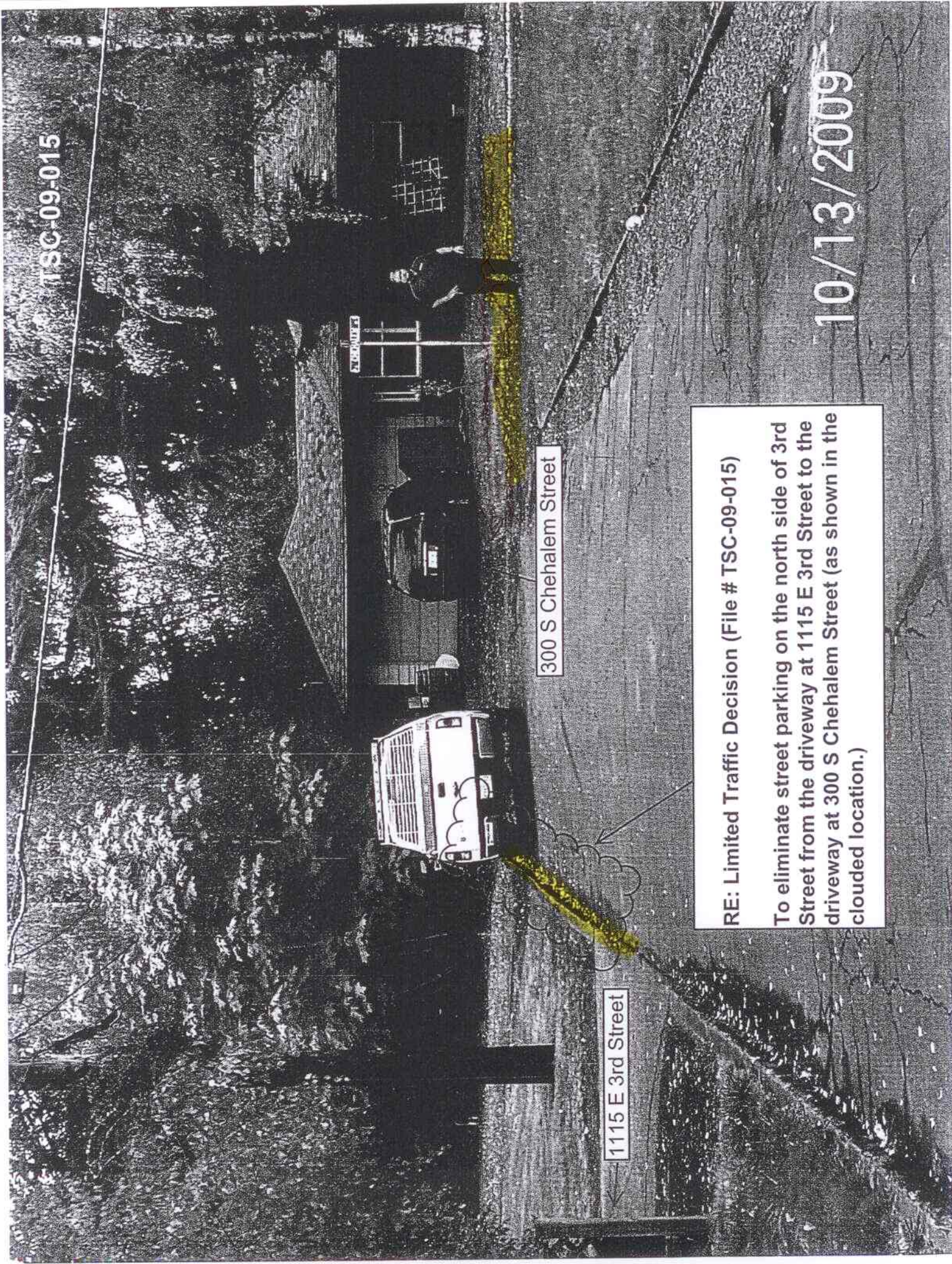
10/13/2009

300 S Chehalem Street

1115 E 3rd Street

RE: Limited Traffic Decision (File # TSC-09-015)

To eliminate street parking on the north side of 3rd Street from the driveway at 1115 E 3rd Street to the driveway at 300 S Chehalem Street (as shown in the clouded location.)



§ 32.27 APPEALS OF DECISIONS.

The decisions of the Commission can be appealed to the City Council. The Commission shall have an opportunity to reconsider its decision when a petition for appeal is filed. The following procedure is established for an appeal of a Commission decision:

(A) *Parties who can appeal.* Any party appearing before the Commission, either in written form or by oral testimony, and the City Manager has the authority to appeal the decision of the Commission.

(B) *Petition for appeal and time of filing.* Any decision of the Commission can be appealed to the City Council if such appeal is made within 14 days of the date of the decision. Such appeal shall be made upon the petition prescribed for and approved by the Commission stating the name of party, indicating standing of party to appeal, demonstrating where the decision was in error, and what, if any, new evidence is available that was not available at the hearing.

(C) *Reconsideration.* Such petition shall immediately be placed upon the next regular meeting of the Commission for reconsideration of the decision. The Commission may consider any new evidence presented, the record of the decision and any reason stated by the Appellant. The Commission may set the matter down for further hearing, affirm its previous decision, or alter its decision in any manner it deems proper.

(C) *Appeal to the Council.* If the decision is reaffirmed, or within 14 days after the Commission has altered its decision, and the appealing party is notified of the Commission's actions, the party filing the appeal shall notify the City if they wish the matter to be appealed to the City Council.

(D) *Affect of decision while appeal or reconsideration is pending.* The decision of the Commission shall be held in abeyance pending appeal to the City Council. However, this does not affect the ability of the Police Chief to enact any decision under the authority granted to him/her under § 32.29.
(Ord. 96-2427, passed - -96)

§ 32.28 CITY COUNCIL DECISIONS.

The City Council shall consider any appeal of a decision by the Commission using the following procedure:

(A) *Record before Council and public testimony.* The City Council shall hear the appeal based upon the record filed, any written information which shall consist of all documents before the Commission, plus the minutes of the Commission. Any written material can be submitted by the appellant or any party prior to the Council meeting. The Council may, upon the majority of the vote, set the matter down for a public hearing where testimony can be heard.

(B) *Authority of Council.* The City Council, after hearing, may reverse the Commission's decision and/or completely substitute their judgment for that of the Commission, and shall have the authority to consider all matters whether they were specified in the appeal or not, remand the matter back to the Commission, or do whatever the Council deems proper.

(C) *Final decision.* The decision of the City Council is final.
(Ord. 96-2427, passed - -96)

To: Mary Newell
Cc: Tim Weaver; Howard Hamilton
Subject: TSC-09-012 Arduus-2nd-3rd-Hwy 219 (Follow up)

Mary,

The owner (landlord), Paul Wanner (503.982.9117) at 2521 and 2525 E. 3rd Street, has two questions as a follow-up on **TSC's motion to rescind a limited decision to restrict parking** on his street frontage:

1. Is there any plans to widen the pavement at the bottle neck area? He said that there was a plan or a planning condition on a development plan to pave the road at least 28 feet wide in that neighborhood about 14 years ago. The existing pavement width is at about 23 feet.
2. Mr. Wanner said that there is an existing shed on the south side of E 3rd Street (from his properties) that is within City's right-of-way. He said that the owner who used to own it told him about it. Mr. Wanner wants to know if that is true and if so, "Will the City demolish it?"

Public Works has completed the site investigation and would like to offer the following in response:

1. We are unaware of any plans to widen the pavement at this location, and have no funds or plans to do so.
2. The existing shed is outside the City's right-of-way, contrary to Mr. Wanner's belief. A photo is attached. The wooden stakes indicate the right-of-way line.

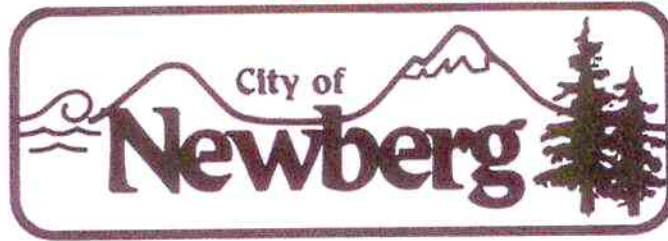


Please feel free to print this email and the attached photo and mail them to Mr. Wanner. This may save him a trip to the next TSC meeting. A copy of this information will be provided to the Traffic Safety Commission. Thank you.

Paul Chiu, P.E.
Senior Engineer - Newberg Public Works/Engineering
P O Box 970, Newberg, OR 97132
Direct: 503-554-1751 Fax: 503-537-1277

Paul Chiu
Sr. Engineer
503.554.1751

Tim Weaver
Sergeant
503.538.8321



414 East First Street
PO Box 970
Newberg, OR 97132

February 12, 2010

Dear Property Owner:

RE: Limited Traffic Decision (File #-10-003)

The Traffic Safety Commission (TSC) at their meeting on **February 8, 2010**, made a Limited Decision to:

Install a southbound stop sign on Creekside Lane at Emma Lane.

The proposed work is shown on an attached exhibit. You are notified as an adjacent property owner that you may request a public hearing on this Limited Traffic Decision by submitting written comments within fourteen (14) days of the date of this letter to:

Newberg Traffic Safety Commission
P.O. Box 970, 401 E. Third Street
Newberg, OR 97132

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For your assistance, §32.27 of the Newberg City Code, outlining the appeal process, is enclosed. Please call (503) 537-1221 if you have questions or require additional information. Thank you.

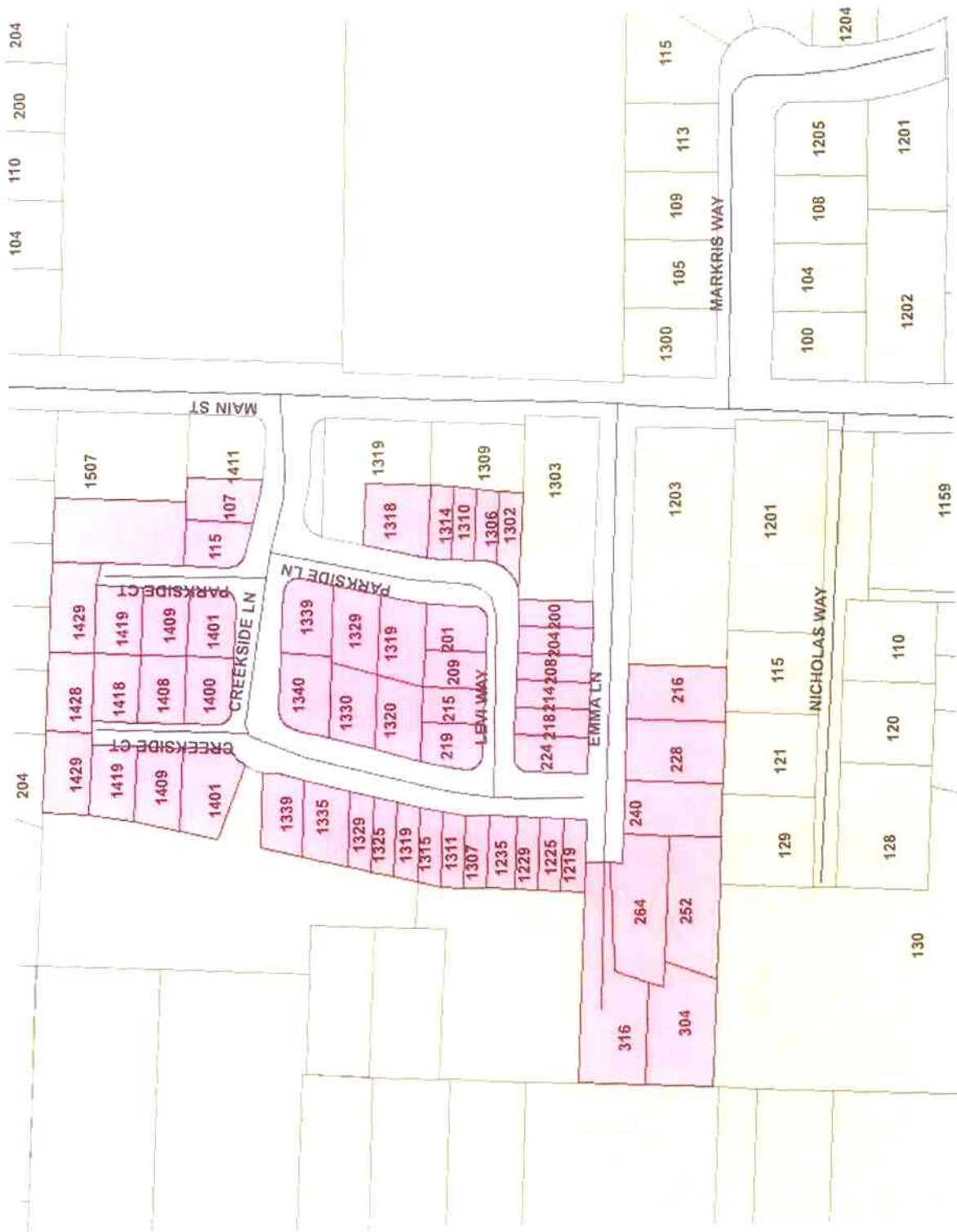
Sincerely,

A handwritten signature in blue ink, appearing to read "Mary Newell", is written over a faint, larger version of the same signature.

Mary Newell
Support Services Manager
Newberg Traffic Safety Commission
(503) 537-1221

Enclosures
c: Newberg Public Works - Engineering

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(Ord. 96-2427, passed - -96)

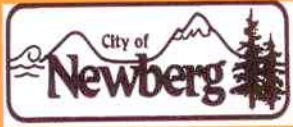
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(Ord. 96-2427, passed - -96)



**Public Works Department
Engineering Division**

Lower Floor, City Hall
414 East First Street, Newberg, Oregon 97132
Mailing: P.O. Box 970, Newberg, Oregon 97132
Tel: 503-554-7705 Fax: 503-537-1277

MEMORANDUM

Date: February 24, 2010

To: Newberg Traffic Safety Commission

From: Paul Chiu, PE, Senior Engineer *Paul Chiu*

Cc: Howard Hamilton, Public Works Director

RE: TSC-09-010
Traffic on Vittoria Way and Aquarius Boulevard

Vittoria Way

Staff conducted a traffic analysis on **Vittoria Way** after all 4-way stops were installed at several intersections along Vittoria Way between Highway 99W and N. Springbrook Road.

The installation which included a crosswalk marking across Vittoria Way at Aquarius Boulevard and thermoplastic pavement markings at 4-way intersections was a response to Traffic Safety Commission's decision. The installation was completed on October 23, 2009.

Vittoria Way Between Coffey Lane (east) and Aquarius Blvd.						
	Before Installation of "STOP" Signs			After Installation of "STOP" Signs		
	west	east	Combined	west	east	Combined
ADT =	587	815	1402	621	471	1092
85% Speed = (mph)	32.0	30.9	31.5	25.9	26.4	26.1
Max speed = (mph)	50.8			35.8		
Note:	Data collected on: 5/12-14/ 2009			Data collected on: 11/3-5/ 2009		

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Vittoria Way Between N. Springbrook Road and Coffey Lane (west)						
	Before Installation of "STOP" Signs			After Installation of "STOP" Signs		
	west	east	Combined	west	east	Combined
ADT =	864	1076	1940	398	514	911
85% Speed = (mph)	27.5	27.9	27.8	24.3	25.9	25.2
Max speed = (mph)	40.9			36.4		
Note:	Data collected on: 10/13-15/ 2009			Data collected on: 11/2-6/ 2009		

The data indicates 22.1% drop in ADT (average daily traffic volume) on that segment of Vittoria Way between Coffey Lane (east) and Aquarius Boulevard, and substantially lowered by 53.0% on Vittoria Way between N. Springbrook Road and Coffey Lane (west) after all 4-way stops are completed.

There is also a significant speed reduction on Vittoria Way between Coffey Lane (east) and Aquarius Boulevard, from 31.5 mph to 26.1 mph according to the 85 percentile speed.

The 85 percentile speed reduction on Vittoria Way between N. Springbrook Road and Coffey Lane (west) is mild, from 27.8 mph to 25.2 mph.

Aquarius Boulevard

Staff also conducted a traffic analysis on the neighboring **Aquarius Boulevard** after all 4-way stops were installed at several intersections along Vittoria Way between Highway 99W and N. Springbrook Road. Four sets of traffic data on Aquarius Boulevard are attached on the next two pages:

Aquarius Boulevard						
Between Madrona and Vittoria Way						
	Before Installation of "STOP" Signs on Vittoria			After Installation of "STOP" Signs on Vittoria		
	west	east	Combined	west	east	Combined
ADT =	176	175	351	223	214	437
85% Speed = (mph)	24.6	25.9	25.4	27.7	25.7	26.8
Max speed = (mph)	37.9			36.0		
Note:	Data collected on: 9/29/2009 - 10/1/2009			Data collected on: 11/17-19/ 2009		

Aquarius Boulevard						
Between Gemini and Libra						
	Before Installation of "STOP" Signs on Vittoria			After Installation of "STOP" Signs on Vittoria		
	west	east	Combined	west	east	Combined
ADT =	188	208	396	240	282	522
85% Speed = (mph)	26.9	28.0	27.6	27.0	27.7	27.4
Max speed = (mph)	39.0			35.8		
Note:	Data collected on: 10/6-8/ 2009			Data collected on: 12/1-3/ 2009		

Aquarius Boulevard						
Between Coffey and Springbrook						
	Before Installation of "STOP" Signs on Vittoria			After Installation of "STOP" Signs on Vittoria		
	west	east	Combined	west	east	Combined
ADT =	346	380	726	381	420	801
85% Speed = (mph)	26.4	25.5	25.9	26.4	26.6	26.5
Max speed = (mph)	34.1			36.3		
Note:	Data collected on: 9/29/2009 - 10/1/2009			Data collected on: 11/17-19/ 2009		

Aquarius Boulevard						
At 400' east of Libra						
	Before Installation of "STOP" Signs on Vittoria			After Installation of "STOP" Signs on Vittoria		
	west	east	Combined	west	east	Combined
ADT =	129	134	263	171	189	360
85% Speed = (mph)	26.1	26.9	26.5	25.3	26.9	26.3
Max speed = (mph)	35.7			36.7		
Note:	Data collected on: 10/6-8/ 2009			Data collected on: 12/1-3/ 2009		

It is apparent that traffic that used to travel on Vittoria Way now diverts to Aquarius Boulevard. Some may have switched their routes to Springbrook Road from Highway 99W. The increase in traffic on Aquarius Boulevard varies from 75 to 126 at different segment of Aquarius but the 85 percentile speed has changed little.

If you have any questions, please feel free to contact me. Thank you.